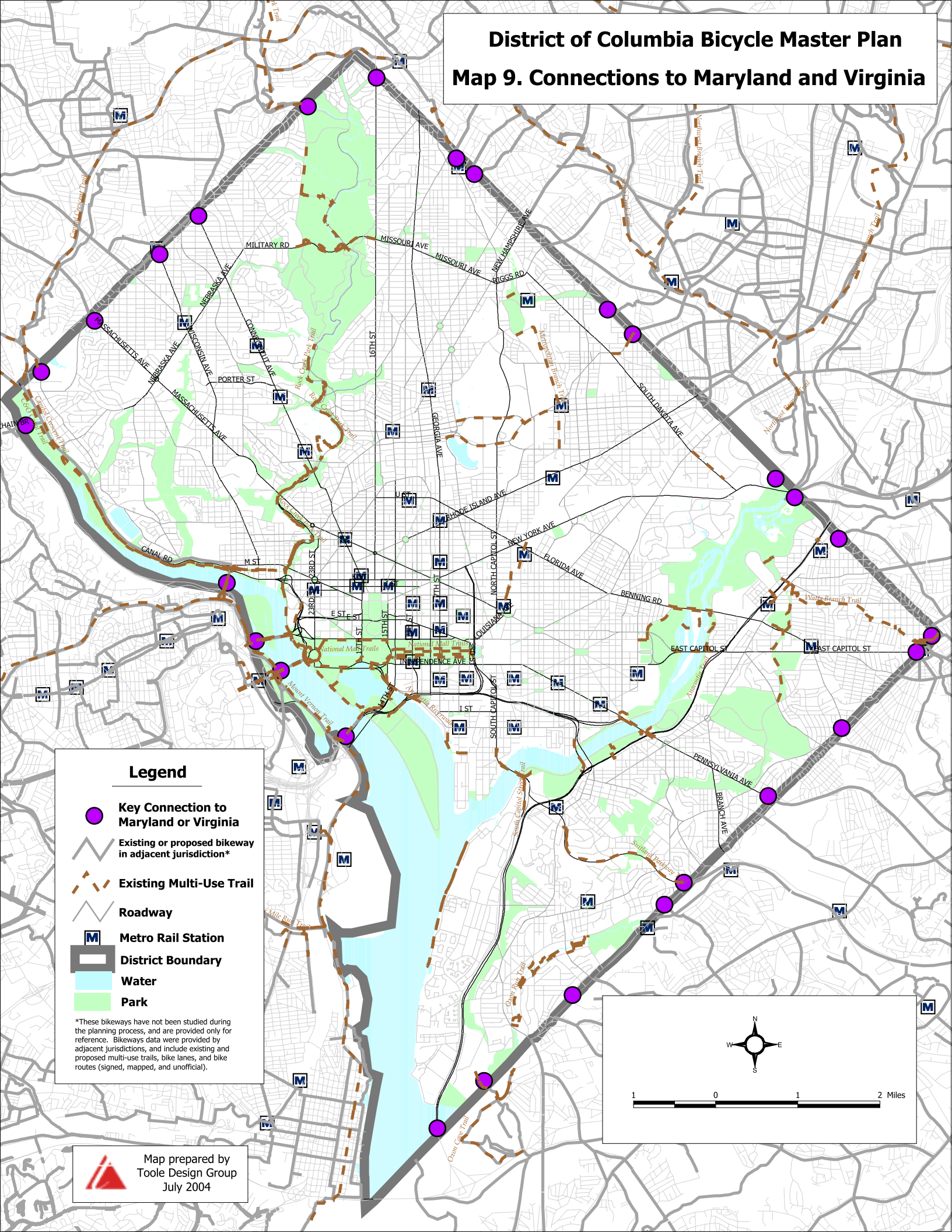


District of Columbia Bicycle Master Plan

Map 9. Connections to Maryland and Virginia



Recommendation 1.19. Develop a procedure for maintaining all bicycle facilities.

DDOT, DPW and other agencies should create a schedule for street and trail sweeping, landscape maintenance, repaving, restriping, and snow removal. DDOT should also ensure that the schedule is followed by the agency or group of agencies responsible for maintenance. Priority for street sweeping should be given to streets in the bicycle route network. DDOT should work with NPS to ensure that all NPS trails are maintained. DDOT may also ask existing Business Improvement Districts (BIDs) to help with bicycle facility maintenance.

Recommendation 1.20. Establish a spot improvement program to address bicycle facility maintenance problems.

DDOT should encourage citizens to notify the department about maintenance problems and bicycle planning issues by e-mail and phone. The department should expand this practice into an official spot improvement program in the following ways:

- Advertise a hotline for bicycle facility maintenance and bike parking requests through local newspapers, the DDOT website, and bicycle shops.
- Establish/enhance an online mechanism for reporting bike path and route deficiencies.
- Set aside a specific source of funds for bicycle facility spot improvements.



DDOT street maintenance crew applies thermoplastic bike lanes.

Goal 2. More Bicycle-Friendly Policies

Core Recommendations

Recommendation 2.1. Update District of Columbia laws, regulations and policy documents to address bicycle accommodation.

Changes will be made to the District's Comprehensive Plan (District of Columbia Municipal Regulations (DCMR) Title 10), Zoning Ordinance (DCMR Title 11), Traffic and Parking Regulations (DCMR Title 18), Open Space and Safety Regulations (DCMR Title 24), DDOT Design and Engineering Manual ("The Red Book"), and Long Range Transportation Plan (LRTP). [See Appendix E for a summary of District of Columbia policies affecting bicycle facilities and bicycle travel.]

Recommendation 2.2. Provide training to District staff.

Implementing the recommendations in the Bicycle Master Plan requires that District staff and consultants be familiar with bicycle issues and supportive of the Plan recommendations. The Bicycle Program Manager will hold regular trainings on the Bicycle Master Plan and on bicycle facility planning, design, operations and maintenance. Trainings should be conducted for DDOT, Office of Planning, National Park Service, and the Metropolitan Police Department as necessary.



Recommendation 2.3. Review all District of Columbia projects to ensure they provide bicycle accommodation.

All staff will review land development and transportation projects and studies to ensure bicycles are accommodated. These projects can provide key bicycle connections or create significant barriers to bicycle travel.

Bicyclists must be considered in all security improvements. The Bicycle Program Manager and supporting staff must review projects early in the process to increase understanding of bicycle issues among different groups working on all stages of each project.

Studies conducted by DDOT and the DC Office of Planning should address bicycle accommodation. Current and planned studies are listed in Section III.

DDOT should adopt a Bicycle Checklist to ensure that all transportation projects in the District accommodate bicycle transportation. This Bicycle Checklist will be included in the forthcoming *District Bicycle Facility Design Guidelines*. It should be incorporated into the DDOT's general transportation project checklist and used as a stand-alone document. Bicycle considerations must be included from the planning and scoping to design and construction of all projects.

Supporting Recommendations

Recommendation 2.4. Report regularly on Bicycle Master Plan implementation.

The Bicycle Program should prepare annual reports on bicycle crashes and bicycle facility mileage in the District. Bicycle trips should be included when census data is available, and should be included if DDOT or another agency implements a travel survey in the District. The BAC may help establish milestones for progress on Plan recommendations, which may also be addressed in the annual reports. These reports should be available on the Bicycle Program web page.

Recommendation 2.5. Improve bicycle crash reporting procedures.

DDOT should work with MPD and the NPS Police to report bicycle crashes more accurately. National studies show that less than half of all bicycle collisions with vehicles are reported to the police and reported officially. Underreporting causes crash trends to be missed by the police and not included in DDOT safety initiatives.

The District should consider the possibility of letting individuals report crashes online. This crash information would be unofficial, but it could help identify existing safety problems.

Recommendation 2.6. Collect more data on bicycle use and bicycle facilities.

DDOT should collect more data on bicycle use and facilities in the District. Better data can be used in annual reports, demonstrate the positive effects of the bicycle program, and justify further spending on bicycle transportation. The following types of data should be considered:

- Bicycle counts on trails and streets
- On- and off-road bicycle facility characteristics
- Counts and behavioral observations before and after a bike facility is installed
- Neighborhood travel diaries or District-wide surveys to find information about all types of bicycle trips

Recommendation 2.7. Update the Bicycle Master Plan every five to ten years.

DDOT should evaluate progress implementing this Plan in five to ten years. At that time, DDOT should evaluate Bicycle Level of Service on major roadways and prepare a Bicycle Master Plan Update.

Recommendation 2.8. Provide adequate staff to support bicycling.

DDOT should continue to support the Bicycle Program Office. According to DC Law, the Office

of Bicycle Transportation and Safety must have at least three staff members.¹

Recommendation 2.9. Receive support for bicycle project scoping and review from agencies throughout the District government.

All agencies and consultants of the District government should consider bicycle issues in the scoping and review of all projects. Distributing responsibility to address bicycle needs throughout DDOT and other agencies will allow the Bicycle Program Manager to influence projects during their initial conception and to consider long-range bicycle planning needs. This can be achieved by educating other agency staff and consultants about the Bicycle Master Plan and about the principles of bicycle planning and design.

Recommendation 2.10. Streamline the review process for common bicycle facility projects.

DDOT should streamline review of common bicycle facility projects, such as striping bike lanes. There should be consistency among the staff members that review the designs. There should be a standard checklist of issues to be considered for each type of project. Appendix D shows the existing review process for bike trails, bike lanes and pavement markings, bike routes and signs, and bike parking.



Reviewing plans early in the planning and design process helps ensure the inclusion of bicycle and pedestrian facilities in all transportation projects.

¹DC Code, Title 50, Section 1603.

